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COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT NO. 521

TOPIC Zorbst Airfield.

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1A

DATE OBTAINED PREPARED 31 October 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. On the morning of 25 September 1951, individual MiG-15s were repeatedly observed over Zorbst. At 6 p.m., four MiG-15s were parked in one line on the northern edge of the field. The Zorbst-Dobritz road was blocked by trenches between the intersection of the road leading to Lindau as far as the intersection of the road leading to Straguth. On the following days there was flying by individual MiG-15s at the field.
2. At 4 p.m. on 29 September, four MiG-15s were parked on the northern edge of the field. Soviet soldiers were excavating trenches along the northeastern edge of the installation. A radio installation was probably being established in the eastern extension of the runway, about 200 meters east of the road to Straguth, where a radio truck was parked and equipment was lying about.
3. In the early morning of 2 October, there was intensive flying by MiG-15s. at the field. At 6 p.m., about 50 MiG-15s were observed on the landing field. Intensive day and night flying continued up to 6 October, however, only in clear weather. The aircraft usually flew individually or in groups of two. Their flying was confined to circling over the field. Passenger
4. A German worker at the field said that the runway lighting facility was almost completed. Red lamps, about 20 meters apart, were installed on a cable on both sides of, and 3 meters from, the runway. Another laborer stated that reconditioning of the barracks buildings was completed except for plumbing work which was under way. He also said that, on 3 October, a jet fighter had turned over while landing. Its landing gear hit a newly dug cable ditch. According to Soviet soldiers, the jet fighters at the field had come from Kootzen. Some of the crews and Soviet female personnel had allegedly come directly from the U.S.S.R. The total strength was estimated at 1,200 to 1,500 men by the Soviet soldiers. They further stated that Baunton Bresden, in charge of the improvement of the runway, was transferred to Langarten.

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5. The field was observed from its northern and western edges between 3:15 and 5:30 p.m. on 9 October. The weather was clear. Aircraft observed at the field included 27 MiG-15s, parked in one line in front of the hangars on the northern edge of the installation, 6 twin-engine transports, and 2 bi-planes. Twelve of the 27 MiG-15s landed at 3:30 p.m. The interior of the hangars could not be seen. Twelve MiG-15s practiced formation flying in flights of four planes.

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6. No flying was observed at the field on 9 and 10 October. [REDACTED] were seen entering and leaving the field. *

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Comment. According to the observed aircraft strength of about 80 MiG-15s, Zerbst airfield was occupied by two fighter regiments between 29 September and 2 October 1951. The setting up of radio installations indicates that this occupation will probably remain [REDACTED] for a longer period. From previous information, according to which Koethen airfield was evacuated between 28 September and 2 October and a convoy of trucks carrying personnel and equipment was observed passing through Dessau-Rosslau toward Zerbst on 30 September, it is inferred that the two fighter regiments were previously stationed in Koethen. [REDACTED]. These regiments, which were apparently absent from Zerbst airfield during construction work of its runway, returned to the installation. The four MiG-15s observed on 25 and 29 September were probably the advance detail of the fighter regiments.

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